



THE PILOT SHOPPE

December 2019

Volume 64 Issue 12

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By Andrea McGilvray

A lady entrepreneur filled her dream come true and The Pilot Shoppe was the end result.

Janet has supported our chapter for a very long time so it was time to go visit her and check out her store. I encourage those that need something to do with aviation, I bet she has it!



A little history about Janet. Her father was an Air-force pilot, her sister has a private pilot certificate and her nephew works as a charter pilot, so she has a pretty good idea of what is needed and wanted in the industry and she gets lots of suggestions from clients and runs with it.

When Janet wanted to start the business, she quite a job of 15 years as an office manager at an aircraft charter company and opened her doors with \$500.00. That takes guts to do! When the want is strong enough the

courage to go for it shows up and that is exactly what happened here.

Here are a few things that I found interesting. Her business has evolved, and she offers services and products. Her flight simulator is FAA approved and rents for \$40/hr. MUCH cheaper than renting an aircraft for IFR time. Also, she has a package deal of 10

(Continued on page 4)

The Pilot Shoppe is owned and operated by Janet Shires has been here in San Antonio for 34 years! When you ask what the Pilot Shoppe has, that is somewhat difficult to answer since it has almost everything you can imagine, and if it not in the store I bet Janet can find it! She is just a phone call away!

Her flight simulator is FAA approved and rents for \$40/hr. MUCH cheaper than renting an aircraft for IFR time. Also, she has a package deal of 10

Next Event

December 14th

CHRISTMAS PARTY

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
 Publisher: Chuck Fisher
 Editor: Andrea McGilvray
 eaa35news@gmail.com

JOIN US FOR A

Christmas party

Next Event
CHRISTMAS PARTY
Social Gathering 11-12
Lunch catered
Gift Exchange and general merriment for some time

PRESIDENTS COCKPIT

DARREN MEDLIN



I'm writing this the day after the first Port San Antonio Youth Aerospace Exposition. Whether you flew, registered, escorted, sold water, or demonstrated rivet pulling you helped make the event a success. "Flexibility is the key to Air Power" was fully on display as aircrews adjusted to the dramatic last minutes changes event organizers

made. Thankyou for your patience and dedication to showing youth the fun parts of aviation.

November's VMC club, led by Rafael Cortez, saw Ryan Newman and Jeff Burns from our local FAA district office in attendance. I saw Jeff the next day and he was still talking about the meeting. With Rafael's leadership your chapter is being recognized as a place where folks take flying seriously and want to be as smart and safe as they can be when getting in the cockpit.

A big Texas Thank You to Steve Jones for being an officer for 6 years, with 4 as president! The consistent growth in membership, activities and finances would not have happened without great volunteers and your vision, persistence and seasoned leadership. I'll say more at our holiday party.

As I succeed Steve as chapter president, I already miss his witty pen and comprehensive recap of your accomplishments over the last, and upcoming month. Thankfully he shared some great notes with me and I want to pass those on below:

Elections! Isaac Newton said "If I have seen further than others, it is by standing upon the shoulders of giants." Our chapter has received accolades and praise for the fantastic job we're doing to advance experimental aviation and to bring new career possibilities to our next generation. Each time, we've made it clear this is a team effort and a team win, and that we wouldn't be here today but for the sacrifices and leadership of the people who came before us. It's a tradition of excellence that continues as we welcome the next executive team and the awesome adventures they will bring for EAA Chapter 35. Your 2020-2021 Executive Team:

President **Darren Medlin**
 Vice President **Chuck Fisher**
 Treasurer **Dee Brame**
 Secretary **Paul Wurster**

Chili Cook-off Results. She walked in the door at 9:00 AM. By Noon, she'd prepared an award-winning chili. Third place goes to Freda Jones. Something special happened at this cook-off. For the first time on record, chili was delivered by air, not once but twice! Both Andrea McGilvray and Maui, guest of 'Ike' Kelly flew their competition chili to the clubhouse. This was not a factor in Andrea's

Second Place finish, nor in Maui's award of First Place for her Chicken Chili, but it sure was neat. As lunch drew to a close, our members hooted and hollered and selected the penultimate winner. With a rich texture, and a complex combination of spicy after-bite and smoky undertones, Chuck Fisher's chili took the prestigious People's Choice award. The secret ingredient? Chuck Fisher opined, "You don't want to know." Thank you to everyone who competed. We sure had fun!

First Place: **Maui (guest of Ike Kelly)**

Second Place: **Andrea McGilvray**

Third Place: **Freda Jones**

People's Choice: **Chuck Fisher**

Our Chili contestants:

- Charlie Brame
- Joe Paduh
- Maui
- Brian Smith
- Chuck Fisher
- Andrea McGilvray
- Freda Jones



HOT, HOT HOT!

Our Chili Judges: David Gonzales, Mike Carrell, Tim Carter

Coming up: Christmas Luncheon and Awards Banquet. Anchored by a main course of succulent Pork Loin and Eye of Round, this meal promises to be awesome. Served with southern-style cornbread dressing, boatloads of gravy, mountains of mashed potatoes, sweet potatoes and green bean casserole, this meal sets the stage for our Annual Awards and White Elephant Gift Exchange. For the health conscious, there will also be fresh, crispy garden salad and a choice of dressings. The facility team is going to bring it to you for \$10.00 per person. That is simply amazing.

Thank you Steve for the above info. I hope we'll see more of your writing in the newsletter. We are all lucky to be associated with you and Freda and EAA 35.

Reader, your thoughts, idea's, enthusiasm, and dedication are priceless. If you have an idea or suggestion email president@eaa35.org, text me at (210) 875-9971 or just grab me to talk. Enjoy flying in the cooler weather and I'll see you in December.



CHAPTER BULLETIN BOARD

HELP is NEEDED!!!

Chapter 35 needs your help

What can you bring as a side dish for our Christmas party?
Call Freda!!!

Christmas Lunch!

December Menu:

- Perfectly prepared pork loin
- Skillfully center-cut eye of round roast
- Delicious dressing, southern style
- Mountains of mashed potatoes
- Gently mashed sweet potatoes
- Great green bean casserole
- Crispy garden salad
- Bog-simple cranberry sauce
- Gravy, by the boatload!
- Delightful desserts: Pies and cakes
- To drink: coffee, tea, soft drinks, and whatever holiday spirits you bring.

I'm requesting your help! If you see something you'd like to make, contact me as soon as possible so I can put your name next to a menu item. We'll be buying groceries and supplies soon, so we'll want to know what to get and who to reimburse. Call Freda Jones at 210-570-9435, or email eea35facility@gmail.com.



EAA
**Master the Art
of Aviation**

Join a community of pilots willing to share experience,
promote safety, and help improve your flying skills.

Chapter Gatherings
Third Friday of the month
Meeting: 6:00 p.m.

Location
San Geronimo Airpark 15464 Culebra Rd
San Antonio, TX 78253

EAA Chapter 35
787-644-7828
eea35vmcclub@gmail.com
www.eaa35.org

EAA VMC CLUB



Our Kitchen help: Roxanne Beavers, B. J. O'Dea, Peggy Fisher
And the folks who brought other great food, too!

- Dee Brame – Cookies
- Ulf Balldin – Pecan Pie
- B.J. O'Dea, Mary Ann Schlattman, Peggy Fisher – Cornbread
- Ulf Balldin – Pecan Pie
- Doug Apsey – Apple Pie
- Robert Moehle – Madeleine, Brownies

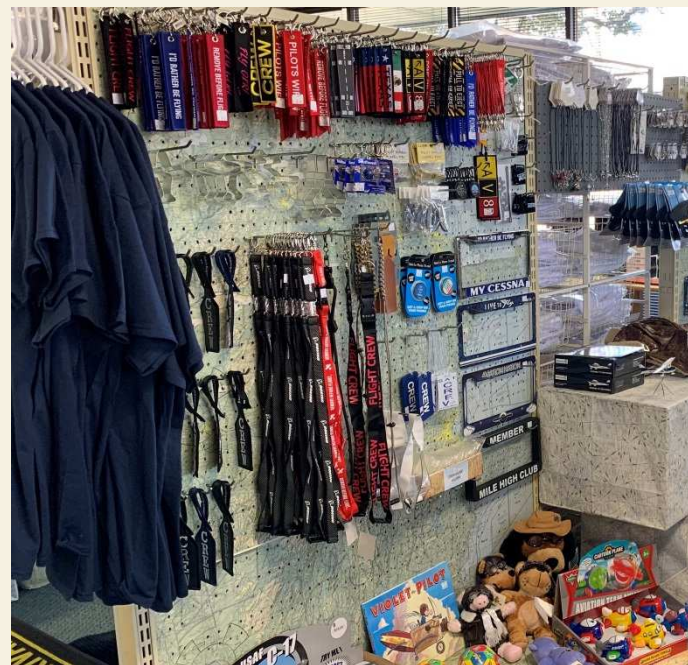
THE PILOT SHOPPE CONTINUED..

(Continued from page 1)



hrs for \$300.00

Also if you need to do FAA knowledge tests, you can go see her. Here are a few products I found it fun and interesting. Toy airplanes. Ok, there are toys and then there are toys that fly and don't break things that they fly into! So no crashing into any buildings/glass or faces with these.



They are rubber type of airplanes that fly really well! Great for a classroom and even better for someone that is not paying attention! I'm sure you can figure out how to get their attention!

There is pretty airplane jewelry that is not at all expensive, books, clothing, collectible airplanes, old fashioned maps and Janet says GA

headsets are the biggest sellers! I purchased a holder for my Ipad to mount in my airplanes for my high-tech navigation system.

I would suggest the next time you need or want something for



Aviation related items as a gift of something you need for yourself, I suggest you go to the Pilot Shoppe. Janet has advertised in our chapter newsletter for a very long time and it was a privilege to meet and write this short story. What comes around, goes around! Here is her contact info!

Hours: Open, 10:00 am - 6:00 pm

Address: 600 Sandau Rd, Ste 100, San Antonio, TX 78216

Cool Christmas Present! HINT, HINT!



THE BUILDER'S/MAINTANCE CORNER

By Mark Julicher

Won't Start?, It Might Be The Ignition Switch

Recently, an aircraft owner came to me and said he could crank his engine but it would not start. But this fellow wanted to get to Oshkosh real bad, so in desperation he disconnected the P-Leads from the magnetos and darn if the engine started just fine. And so the intrepid aviator left for Oshkosh. By the way, he re-attached the P-leads for safety's sake wherever he landed.

What happened? Why did his plane work that way?

To understand the situation you must remember that magnetos are failed to the on position. If the P-lead, (the wire going to the Primary coil), breaks then the magneto is ON. When the P-lead is grounded, no electrical can get to the primary coil and the magneto is OFF. So in this case, somehow the ignition switch would not unground (*is unground a word?? is now...*) the P-leads and both magnetos were off.

The solution is to replace the ignition switch and all is better. But wait. Notice I did *not* say, "All ya gotta do." That phrase, 'all ya gotta do...', is forbidden at Hangar 64. Nothing is every so trivial that you can describe a maintenance action by saying all ya gotta do.



Photo 1: Bendix ignition switch

So, let's take a look at the ubiquitous, Bendix, ignition switch. [say that fast three times].

Photo 1 is the pilot side of a Bendix ignition switch. It seems simple enough. A key hole and keys. Turn the key, maybe turn and push the key depending on the model number of the switch and the engine cranks right up.

But if the switch is bad the engine fails to crank or fails to fire. It is time to replace the switch.

Photo 2 is the mechanic side of the switch. Now it is not so simple.

That is a lot of connections! Very confusing! See? It isn't, "all ya gotta do."

Lets analyze what

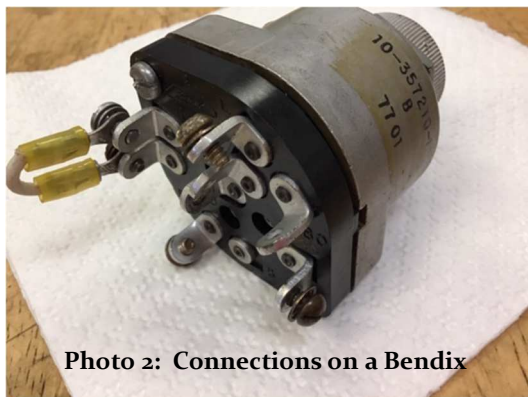


Photo 2: Connections on a Bendix

all these connections do, and before I get too far, let me say this is not an exhaustive treatment of these switches. Some models have more connections than this!

Photo 3 shows the back of the switch with labels that are a bit more descriptive than the abbreviations cast into the Bakelite.

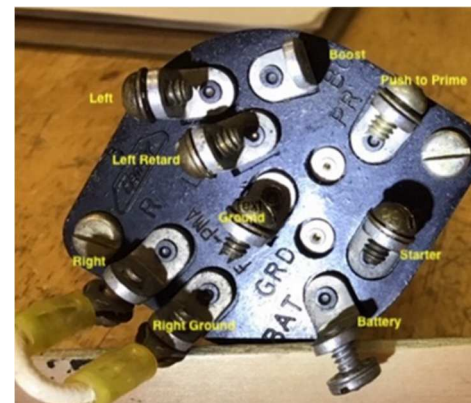


Photo 3: Back of switch

Some of the connections are obvious. Left P-lead goes to the terminal marked L and right P-lead to R. Easy so far. The battery lead is connected to the main bus so the ignition switch is hot when the master switch is on. That makes sense.

The central ground connection is obviously where the P-leads get grounded when the ignition is turned off. So far, it is not too difficult. When the switch is off, both P-leads are grounded. When the switch is in BOTH, the P-leads are ungrounded, (I had to use that word again.) By the same token, when the switch is in R, the right magneto is ungrounded and the left is grounded. Vice versa for when the switch is in L.

When the master switch is off, there is no power to the battery connector and when the master switch is on, there is voltage at the battery connection..

What happens when the ignition switch is moved to the start position? Remember, this might be a twist to start or a twist and push to start, but they work the same way electrically. In the start position, voltage is directed from the battery connection to the starter connection. The starter connection in turn goes to the starter solenoid, the solenoid closes and the engine cranks. So far so good.

Now, depending on how your particular plane is set up, several more actions occur inside the ignition switch in the start position. The Right Ground terminal is connected to ground, and, if you have the Right magneto connection jumpered to the Right Ground terminal, the right magneto is grounded and not firing during engine start. Nifty! Remember how there is usually only an impulse coupling on the left magneto? The switch takes care of starting on only the left magneto if that jumper wire is installed as in photo 3.

But there are more terminals to contend with! Well, maybe. The PR terminal is for Push to Prime. You won't see this feature used too often in light aircraft, but it would be part of the starting sequence on some heavy metal. The BO terminal is for booster. Some of us have a shower of sparks ignition system and here is where Booster would come into play. Finally, Left Retard is for connections to cer-

(Continued on page 6)

....THE BUILDER'S/MAINTANCE CORNER CONTINUED

(Continued from page 5)

tain magnetos that have two P-lead connections – a normal position and a retarded position. Again, the left magneto has its timing retarded during start. In other words, it fires at about top dead center instead of well before top center whilst the engine is just cranking up.

Phew! That is kind of complicated stuff. How does the switch make

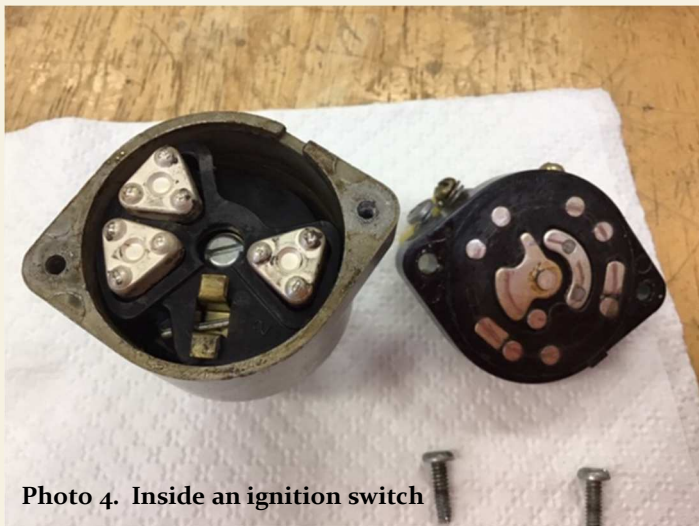


Photo 4. Inside an ignition switch

all that happen? Photo 4 is the inside of an ignition switch. If you have some time on your hands you can trace out all the various circuits.

The take-away from photo 4 is that the metal parts inside an ignition switch are sliding across each other and eventually wear out. There is some arcing and sparking going on inside the switch as connections are made and broken, especially if the solenoids are not equipped with diodes. The arcing leaves carbon traces and metal pitting. Furthermore, the switch is supposed to be lightly lubricated with dielectric grease. Dielectric – as in – *non-conducting*, and



Photo 5: Brackett air filter elements

lightly – as in – *just enough* to be slippery.

In the case of our friend from paragraph one, his switch was worn, had many carbon arcs, and gobs of grease. A new ignition switch took care of the trouble. If you decide to install a new switch, just to be sure, transfer ONE WIRE AT A TIME from the old switch to the new switch, unless of course you have all that circuit stuff memorized, in that case just rip out the old switch and good luck.

By the way, Brackett air filter elements are to be changed every year. That is written in the Instructions for Continued Airworthiness, which we all have read – not. But in case you are not a believer. Here is a three-year-old Brackett filter next to a new Brackett filter. You decide what is best for your engine.



JOKE of the month
*It's better to break ground and head into the
 wind.
 Than to break wind and head into the
 ground.*

Vice President Notes,

Chuck Fisher, Vice-President elect

Thank you, friends, for electing me to be your chapter Vice President. I have a great deal of trepidation following the amazing work of Darren Medlin who has consistently provided a tremendous program for us. As Darren and I hand off the baton we plan to continue to build a superb experience for our members.

In the upcoming year I hope we can feature more of our builders and their projects, so we can all learn from their experiences. We'll continue to emphasize safety topics for all pilots and the very popular movie nights will continue. I need and welcome your suggestions for speakers, topics, ideas and desires.....pleeeeee! Send me your thoughts at ea35vp@gmail.com

In 2020 I'd like to explore options for periodic fly-outs – for breakfast or lunch. Due to the complexity of securing pre-approval for formal off station activities, these may be informal events outside the normal chapter schedule. If anyone would like to help select sites and maybe be a “rabbit” to help coordinate and lead some weekend fly-outs, please e-mail me at ea35VP@gmail.com.



Louisiana (KIER and Aerobatics) in 2 weekends?

By Andrea McGilvray

KIER, Adventures with Ladies Love Taildraggers

KHDO to KIER (Hondo Texas to Natchitoches, Louisiana) was my longest flight ever and since I needed to bring more than a knapsack with me I flew the Hatz vs the Pitts. I think the Pitts would have been more comfortable. How the pilots did this in the 30-40's etc is impressive. If it were not for my iPad, iPhone and ADSB and backup portable battery pack, the actual flight would have been like the



olden days! Smelling the air as you fly is sure amazing! If you want to read the whole story, check it out on my Blog <http://adventures-with-andrea.com/>, YES the shoe's mattered! The RED Stiletto's have arrived, now I am looking for a YELLOW pair that will match my second Pitt Specials!!! These are the true *Flying Shoes*! These (middle photo) flew in from all around the USA, From the Great North, to Florida, Texas, Idaho, Mid East/west etc. 24 ladies flew in for JUST this event!



My IAC Sportsman competition in Llano Texas.

1st off, I had been practicing 2-3times per week to every day if weather permitted. I had lots to learn from June to October. From just learning to be good at landing it and doing the Akro. Well, I worked at it long enough I got an honest 3rd place. The last flight was blowing so hard most of us novices got blown out of the box. Ya 3000' box is pretty small. I beat a veteran air force pilot that has also competed for the past 20 years and he was flying a Extra. So, the airplane and the training don't always make you win. If I would have placed higher, it would have been pure luck so, the 1st and 2nd place



winners won it with their talent, but next year????????? They better watch out! I don't intend to trail. I got this Akro bug in the worst way. If you have never had it, you don't know how crazy this is. How fun and amazing strapping an airplane on and becoming one with it. Competition is not for everyone for many reasons, but my reason is to get is as good as I can and have some baseline/structure. So far



NOTHING has spooked or scared me and Intend to stay that way. BUT my envelope is going to be pushed. I want to win at Nationals, and not 3rd place! I want 1st! I know a little of what this will take, it will take lots of 100LL and I need serious help from a ground coach. No coach, no Nationals. No need to go without that help. BUT I do believe the right person will come along and be willing to help me get to that place. Others have done it, so I can do that too. Here are a few things that will surprise you when I tell you, that the competition was not the most amazing thing for me in Llano. The most amazing thing was the crazy gusty spooky 90 degree x-winds that were on Friday and Saturday! AND I squeaked them on! THAT was amazing in my eyes. Everyone says that the Pitts is the easiest x-wind airplane out there and if you know how to land one, I completely agree, I never noticed that it was a x-wind! HONEST to god. 12-17mpg 90 degree x-winds and I saw others skip, hop and jump down the runway! That had me spooked! But "Lit'l Bit" and I just were smooth, and it never did anything besides roll out straight. BUT there were a few other things wonderful that happened at the competition. I met some wonderful pilots, learned a few tricks of the trade and I had my own fan club show up! My Mom, a friend from the 99's, Patty, Chris from Chapter 35, his friend and 2 photographers that follow me on Facebook came! I was very impressed that so many people wanted to see this, and grateful too!



Life's A Beach

By Darren Medlin

Recently I had the chance to fly to Mustang Beach (KRAS) in Port Aransas, Texas. My fly buddy, Ian, was veteran traveler to this pilot-controlled airport. The field has a North/South, 3,482 foot long, 70 foot wide runway. The water of Corpus Christi Bay lies to the north and the Gulf of Mexico to the south. The setting near the water is great change of scenery from our local airspace.



After we made our 5-mile call to the airport we listened as a plane ahead of us made repeated landing attempts. We deviated to the south and counted ships in the

Gulf waiting for the pattern to clear.

On the 4th attempt the Cessna ahead of us made a safe landing and we entered the pattern. We could see the wind was blowing di-



rectly across the runway and the windsock was straight out. With two passengers, mostly full fuel tanks and a big rudder, the faithful Jabiru tracked straight down the runway and we made a normal landing. After tying down I had to smile at the "little brother" like stature of our Light Sport plane among the GA crowd.

We chatted with the pilot of the Cessna who confirmed that the crosswinds had made his landings challenging. We agreed that "when in doubt, go around" was always the best policy. A sign in the FBO directed us to a key box on the corner of a nearby hanger for access to a courtesy car.



The local skydive school makes a courtesy car (pickup)

available asking only for a donation to be left in the center console if desired.



There are a few noteworthy destinations on Mustang Island, one is the tiny Irie's Island Food restaurant. The food is awesome, comparatively inexpensive and home-made. There are just a few tables inside and a picnic table outside. Sometimes the line of customers waiting to get in stretches across the front of the building, but

the cooler months are a good time to get a seat.

Thinking about that meal is making me hungry, time to stop writing and go get some lunch ☐

Next time you take a trip, whip out the phone, take couple of pictures and share those and a paragraph or two with ea35news@gmail.com Folks are always looking for new places to go and it's fun to share.



—SEE MORE AT <https://www.facebook.com/ea35/> AND ON E-VERSION PAGE 22



— SEE MORE AT <https://www.facebook.com/ea35/> AND ON E-VERSION PAGE 22



EAA 35 Safety Brief

From Ron O'Dea



Situational Awareness?

There's always lots of talk about enhancing it, but what is it to begin with, and why do pilots need it?

Over the last couple of decades, there's been a growing realization within aviation's training and safety arenas about situational awareness. The conversation generally involves ways to enhance situational awareness in the cockpit and often concentrates on technological solutions, like moving maps, or displaying real-time traffic and weather. The presumption is that greater situational awareness is better and that all of us have at least some measure of this characteristic.

What's often omitted from these discussions is some base definition of what situational awareness, or SA, actually is and how it contributes to safety. Pilots usually are ready and willing to embrace something that enhances safety but so much of the jargon tossed around fails to provide the kind of context and explanations needed for complete understanding. Put yet another way, pilots truly are the creatures of (often bad) habit we've been told about since primary training, and we often need a whack or two to get our attention when something different comes along.

Defining SA: The FAA's Risk Management Handbook (FAA-H-8083-2) defines SA as "the accurate perception and understanding of all the factors and conditions within the four fundamental risk elements (pilot, aircraft, environment, and type of operation) that affect safety before, during, and after the flight." That's all-encompassing, but lacks detail and requires pilots to intrinsically understand it. It has too many syllables. For example, how accurate must a pilot's perception or understanding of "all the factors and conditions" be?

The U.S. Coast Guard defines it a bit differently: "Situational awareness is the ability to identify, process, and comprehend the critical elements of information about what is happening to the team with regards to the mission. More simply, it's knowing what is going on around you." (emphasis in the original). The Coast Guard's definition is a bit easier to digest—identifying, processing and comprehending are less vague than perception and understanding. The kicker at the end—knowing what is going on around you—distills the concept down to something simple enough that even pilots can understand it.

In our view, the FAA's use of the term "all" tends to be daunting for pilots, even though they're accustomed to similar demands from the agency (e.g., FAR 91.103's requirement that pilots "become familiar with all available information" about a flight before taking off). But "knowing what's going on around you" is simpler, cleaner and an easier demand for pilots to meet. So that's what we'll use going forward.



Losing SA: A simple way to explain SA is to consider the classic controlled-flight into terrain (CFIT) accident in which a perfectly good airplane is flown into a mountain. That mountain didn't just pop up to the pilot's cruising altitude overnight. It's been there for millennia, it's been charted and the area's minimum en route altitudes consider it. How could the accident pilot not know it was there?

The quick answer is the pilot probably did know the mountain existed, but lost track of his own position. He assuredly displayed poor SA, but also ignored various clues that his SA was inadequate. Those clues can include confusion and ambiguity (where am I?), improper procedures and/or regulatory non-compliance (descending below safe altitudes), failing to resolve a discrepancy (knowing the airplane is at the wrong altitude or location but failing to correct it) and fixation or preoccupation with unrelated tasks (why is my iPad overheating?).

One other clue deserves attention here, at least as far as single-pilot operations are concerned: task saturation. We've all had dark and stormy nights with low fuel, an intermittent electrical failure, a passenger giving birth and a red light for a nosegear indicator. Task saturation also is insidious: We're too busy to recognize we're overloaded.

The Two-Challenge Rule: The two-challenge rule is often attributed to aviation when it's adopted in other professions. But perhaps because two-pilot crews are relatively rare in general aviation, the concept hasn't really trickled down to us in the same way. The rule allows one crewmember to automatically assume the duties of one who fails to respond to two consecutive challenges.

For example, presume the pilot flying (PF) exhibits an unsafe attitude or loss of SA. The pilot not flying (PNF) first asks the PF if he or she is aware of the problem. If the PF does not acknowledge this challenge, the PNF issues a second one. If the PF fails to acknowledge the second challenge, the PNF assumes control of the aircraft. This rule has a history of working well with multi-pilot crews, but seems next to useless for the vast majority of general aviation flying.

Errors And Mistakes: Pilots commit errors and make mistakes. According to the Coast Guard, the two are not the same: "Mistakes are failures in planning. Mistakes almost always have to do with the selection of objectives and the time required to achieve them." Asking yourself, "What can go wrong?" or "What am I missing?" can reduce mistakes.

Errors on the other hand "are flawed execution; incorrect actions based on either correct or incorrect information." Because these are human errors, single-pilot operators seem less likely to identify them and, consequently, unable to make a correction. That's a problem for many of us in GA (and is a fundamental reason for commercial aviation's improved safety record).

(Continued on page 12)

... Safety Brief continued*(Continued from page 11)*

Getting Back Your SA: There's a lot of material in the literature about what SA is and how we can lose it. Perhaps there's not so much on regaining it, but aviation might be unique in the sense that once we identify loss of SA, there are some things we can do to help us regain it.

Once we realize we've lost some portion of our SA, we need to identify the reason we lost it in the first place. Distraction, fatigue and inattention are likely causes, and each have obvious remedies. Whatever the reason, it seems useful to focus on the things we don't know about the flight: How much fuel do we have remaining? What's the ETA? How's the destination weather holding up? If I had to land right now, where would it be? These always are important things to know, and form a foundation of good SA in the cockpit. Focusing on these questions and their answers is a pretty good place to start regaining your SA.

In addition to being a critical component of aircraft operation, situational awareness is fundamental to risk management. Pilots cannot assess or mitigate risk without a clear understanding of their situation.

Improving Situational Awareness: No one has perfect situational awareness—there's always some aspect of a complicated task or operation we forget. Consider these recommendations on ways to improve your SA:

Predict The Future: Think ahead of the airplane. Where will it be in five minutes? Ten? What likely will happen when it reaches decision altitude on the approach you're about to fly?

Identify Threats: Monitor, detect and recognize the events and factors that pose risk to your flight. Once you react to them, how will they respond?

Trust Your Gut: If something tells you things are not right, maybe things are not right. Be suspicious and verify your perceptions, then respond.

Minimize Task Overload: Trying to configure the airplane for an approach as you cope with a sick passenger and a failed landing gear position indicator is a recipe for failure. Do one thing at a time.

Avoid Complacency: Everything might be fine, but it's always a good idea to presume the worst, at least until you can verify the situation.

Fight Fatigue: Adjust your rest and work routines to ensure you get adequate sleep before flying.

Perform Constant SA Assessments: Whether involving weather, traffic, equipment status or fuel, changing circumstances are a given. Continually assess the situation and be prepared for change.



By Philip Vaneau

1st Young Eagles at Kelly Field

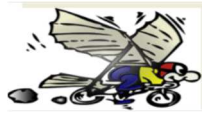
The sun shined brightly and so did Chapter 35 last Saturday at Kelly Field. We flew nearly 90 youth during our Young Eagles Rally in conjunction with the Kelly Youth Aviation Expo. Twelve of our volunteer pilots landed before 0830 and joined 20 ground volunteers. We started flying youth by 0915 and finished up around 1300. This was our first Young Eagles Rally at Kelly in support of Port San Antonio. There were some challenges with last minute changes resulting in remote ramp flying operations but we flexed and adapted well. Our next rally will thankfully be at home at San Geronimo.



A huge thanks goes out to our Chapter Volunteers in making this a successful event. Our pilots were work horses! Several flew 7 times and some flew 14 kids. Our ground volunteers made the operations run seamless. Freda and the registration crew handled all the pre and post paperwork and set the friendly tone for our Chapter. Our Escorts safely shuttled the kids back and forth to the remote ramp. Our Marshalls, Rick and Jose, expertly managed a continuous flow of airplanes in and out as well as keeping me abreast of which airplanes were ready for more kids. All of our volunteers had the "can do" attitude during one of our most challenging YE Rally's

We touched a lot of area youth lives and impressed parents and family members with our smooth operations. I never get tired of seeing the huge smiles and hearing the "that was awesome" comments when the youth return from their flights. Awesome job Chapter 35!!





Country Store

RICHARD VINAS

This could be my last input to the newsletter as manager of the Country Store. Rick Vinas has agreed to take over the reigns next month. It has been great working with the membership in providing some classy Ch 35 logo merchandise, since 2013. With your purchases, the Country Store has provided a significant amount of revenue to your Chapter.

*On the road again,
Brian & June*

The shirt is 100% ring-spun combed cotton pique. Solid dark blue back.



The 36" long X 34" wide apron is made of stain resistant material. It has 2 pockets on the front and a thermometer/pencil pocket on the bib and an adjustable neck strap.



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TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
YELLOW POLO SHIRTS	One Small	\$31.00
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NOVEMBER MYSTERY PLANE REVEALED

DOUG APSEY

Congratulations to David Baker, Charlie Brame and Ira Wagner for correctly identifying our November mystery airplane as the Beechcraft XA-38 Grizzly, originally designated by Beechcraft as the Model 28 Destroyer. While the XA-38 resembles the Beech 18, it was said to be an entirely new design and not just a modification of the Model 18.



In December of 1942, the USAAF awarded Beechcraft a contract to develop a new ground attack aircraft to replace the A-20 Hovac that was fulfilling that role at the time. According to one source the specifications given to Beechcraft for this new airplane were pretty simple – it needed to outperform the Hovac! The original prototype first flew on May 7, 1944. Initial flight tests showed that the airplane met and even surpassed expectations, especially its top speed. A second prototype was delivered to the Army on 22 September, 1945. Even though it was a large, heavy aircraft, the military test pilots were very impressed with its fighter like handling characteristics and speed. It is said that during one test flight where a P-51B was to engage in a mock pursuit of the Grizzly, the Mustang had trouble keeping up with it.

The Grizzly was powered by two Wright R-3350-43 radial engines, each producing 2,300 hp. It topped out at 370 mph, could cruise at 350 mph at 16,000 ft and had a rate of climb of 2600 ft/min. Service ceiling was 29,000 ft. The Grizzly carried 640 gal of fuel in four main wing tanks and had two auxiliary fuselage tanks capable of carrying 185 gals giving it a range of 1,625 miles. The wing span was 67 ft and the fuselage was just short of 52 ft long. Empty weight was 22,480 lbs and take-off weight was 35,265 lbs.

Beechcraft's goal for the design was to develop a ground attack aircraft capable of destroying gun emplacements, ships, bunkers and armored vehicles. What made the Grizzly well suited for its intended role was the 75 mm cannon mounted in the nose. It also carried six 50 caliber machine guns, two in the nose below the cannon, two in a turret under the fuselage and two more in a turret on top of the fuselage. The crew consisted of a single pilot seated up front and a gunner who was seated midway back in the fuselage. The gunner operated the upper and lower turrets remotely using a periscope system to aim them. All six 50 caliber machine guns could face forward

to maximize firepower on ground targets. If this armament wasn't enough, the Grizzly could also carry conventional bombs, a single aerial torpedo, depth charges, napalm, smoke screen chemical tanks and drop tanks.

As USAAF priorities shifted in the Pacific theater, the need for a dedicated ground attack aircraft took a back seat to the increased emphasis on more strategic bombers. The B-29 Super Fortress and the Grizzly used the same Wright R-3350 engine and the majority of the engines were dedicated to the B-29 program. The USAAF cancelled the XA-38 program after only two were built. The Grizzly appears to be a prime example of an aircraft that met or even exceeded all the goals of the design but was just too late to the game. Sadly, it appears that neither prototype survived being scrapped.

Sources for this article include:

https://en.wikipedia.org/wiki/Beechcraft_XA-38_Grizzly
https://www.militaryfactory.com/aircraft/detail.asp?aircraft_id=706
<https://www.plane-encyclopedia.com/ww2/beechcraft-xa-38-grizzly>



NAME THE PLANE

DOUG APSEY

December Mystery Airplane

Here is our final mystery airplane for 2019. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery airplane?

1. What is its designation/name?
2. Which aircraft company built it?
3. What year did it first fly?
4. What is the primary purpose of the design?
5. Bonus question. What famous experimental aircraft designer/builder was involved with the design of this aircraft?



CHAPTER NEWS

Please welcome our newest members:

John Stauffer; John and his wife Jan reside in San Antonio where he is retired. John is also an A&P and served in the US Navy. You may contact John at: JStauffer007@gmail.com

Kurt Bertran; John and his wife Morgan reside in San Antonio where he is retired from Law Enforcement. He is also a Private Instrument rated pilot who owns a PA28-140. You may contact Kurt at: Kurtbertran@bertrangroup.com

Joaquin Portillo; Joaquin is a student who plays Music, guitar and bass, who has always been fascinated with airplanes. He has joined Chapter 35 to learn more about and to get closer to airplanes. You may contact Joaquin at: zmog1971@yahoo.com

Marcos Gomez; Marcos and his wife Claudia reside in San Antonio. Marcos is with United Airlines Aircraft Maintenance QA. He is skilled in sheet metal and electrical. Marcos may be contacted at: zmog1971@yahoo.com



I want to thank all those volunteers that have done so much this year. I know most folks don't know what is done at times for all of our benefit.

Our volunteers in the kitchen keep us fed, then we have those that keep our lawn mowed and neat and tidy.

Those that organize speakers, adventures and flyin breakfast/luncheons!

AND all those hours that are spent at home getting the details ironed out.

THANK YOU TEAM!

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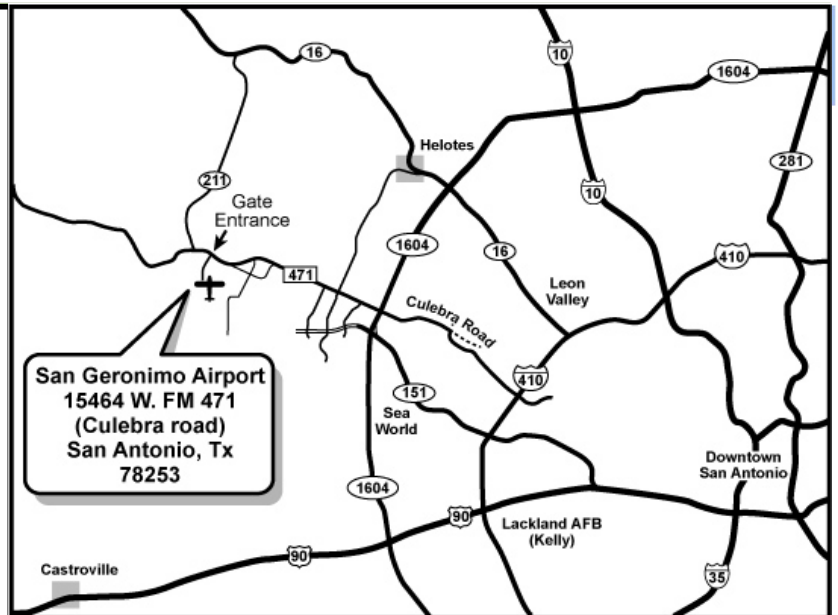
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Chapter 35 meets Each Second Saturday of the Month



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For 60 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

[Click Here for Link to 8T8 on AirNav.com](#)

Ron O'Dea, Membership Chairman
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CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

DECEMBER

14

CHRISTMAS PARTY

EAA Chapter 35 Clubhouse

Christmas gathering 11-12

Social Hour 11:00 pm

Lunch catered

Lunch Served Noon-1:00 pm

Gift Exchange ~\$15 target for gifts but that's
up to you

Gift Exchange 1:30 to 3:00 pm



MERRY CHRISTMAS!

&

Happy NEW YEAR

UPCOMING EVENTS

Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>

EAA <http://www.eaa.org/calendar>

Fly-ins <http://www.flyins.com>

Fun Places <http://funplacestofly.com>

Social Flight <http://socialflight.com>

Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>

Milavia <http://milavia.net>

November 28—Thanks Giving Feast Anderson Aviation,
PLEASE RVSP on Facebook :
<https://www.facebook.com/events/418527895490218/>

December 20, VMC Club, EAA35 Clubhouse Subject: Grassy Guess In this month's VMC Club we will discuss what to do when we need to depart a short soft field with challenging conditions. We will also discuss how to choose an airport and runway when planning a flight. We will close with an open discussion so you may share some of your recent experiences and discoveries as a pilot. 06:00 PM - 07:00 PM

Here are a few tips for flying during the Christmas season.

- 1) Be merry and cheerful and don't have a glass of happy.
- 2) Watch out for reindeer, and all the other no radio flying obstacles.
- 3) Take a friend, mom or family member flying!
- 4) Call/post on our FB page for a "short notice" flight to Hanger 6 for breakfast, lunch or early dinner!
- 5) Go fly alone and do an extra loop or roll or both (real or imagined)
- 6) Don't buzz too low over houses. You do not want to take Santa's Head off!
- 7) AND then again, Perhaps, BUZZ the field so that the reindeer don't take out your landing gear!
- 8) Laugh lots, Love more and have a great holiday season!

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